

Friday Morning, Oct 22, 1869.

Confederation—Its Consequences.

Let us glance at Confederation as regarded in the light of some of its more immediate financial consequences. Our remarks yesterday were chiefly confined to the consideration of revenues which would be taken by the general government. We propose to devote a few moments to the consideration of some of those items of expenditure of which the general government would at once relieve us. It is said to be "a poor rule that will not work both ways"; and, although we succeeded in pointing out circumstances which would tend greatly to qualify the loss of the customs revenue, yet, if the matter rested there, the rule could scarcely be said to possess the merit of working "both ways." Taking the Estimates for the present year as we find them printed, we discover that, under Confederation, the general government would at once relieve us of items of expenditure amounting in the aggregate to three hundred thousand dollars a year, in round numbers. The principal items which go to make up this sum are:—Interest and sinking fund; postal service; Governor's salary; Judiciary; Customs Department; light-houses, buoys, &c., &c. It is a noticeable fact that the general government pays the judiciary, including the inferior as well as the superior courts; and thus we should be enabled, at the expense of the general government, to provide ourselves with a complete set of County Court Judges of legal experience, thereby relieving the Colony of that class of officials known as Sessions Magistrates. It should also be remarked that the general government would not only relieve us of the present item for postal-service, which amounts to some \$30,000 a year, but it would give us a service possessing some substance in place of the shadowy thing we have at present. We would have more frequent communication with Cariboo and other places of importance in the interior, while we would, without a shadow of doubt, have a thorough line of mail steamers making at least fortnightly trips between here and San Francisco, and bound to carry freight at reasonable rates and passenger at such rates as would enable this colony to benefit largely by the immigration movement in California, to which allusion was made yesterday. The importance of this, as a ready and certain means of materially increasing our population, before the benefits of overland communication can hope to be felt here, and as an essential means of relieving our commerce from the vexatious obstructions imposed by the American Government, can hardly be overestimated. It has been seen that under Confederation the general government would at once relieve us of present expenditure to the extent of three hundred thousand dollars a year. But it must not be supposed that these figures represent the whole of the immediate financial benefit we should receive. Assuming that we should be dealt with as liberally as New Brunswick was, we should receive an annual subsidy of \$110,000, besides \$32,000 in the form of allowance of 80 cents per head of the population. To these may fairly be added \$100,000 a year for the establishment of an communication and for a more thorough internal postal service. Here, then, we have, in items of present expenditure to be at once assumed by the general government, and in grants and expenditures from the Federal treasury, five hundred and fifty thousand dollars, in round numbers. Some people allude to the expense of being represented at Ottawa, as if that would fall upon the Colony. It is scarcely necessary to say that every dollar of the expense connected with the representation of this Colony in the Dominion Parliament and in the Dominion Government—for we shd probably have two seats in the Cabinet—would be met from federal revenues. Then, again, there is another class of federal expenditure to which we have not alluded. In all expenditure for public works and services falling within the scope of federal administration, we shall come in for our full share. It will thus be seen that, as we pointed out yesterday, the general government leaves to us untouched \$170,000 of present revenue, relieves us of \$300,000 of present expenditure, and gives us \$250,000 of federal revenue, besides other expenditure upon public works, defences, etc., we shall have little cause to mourn over the loss of the Customs revenue, or of taxation that will, as has already been stated, become lighter year by year, under the Dominion tariff. There is just one other point to which we shall allude by way of imparting accumulative weight to the position. Under Confederation we would not only have a liberal form of government, but a cheap form, leaving for reproductive colonial works revenues now absorbed by an excessive and not over efficient Civil List. It is not difficult to see that, in view of all these facts, we should, with lighter taxation, have several hundred thousand dollars available every year for public works, thus not only giving the colony the benefit of these works, but also the immediate benefit which would accrue from large local expenditures, and the creation of a demand for labor. The reader will very naturally say, "If these facts and figures are correct, we would certainly have the best of the bargain; but it is difficult to believe that Canada would be willing to enter into a connection where

the benefits would appear so greatly to resemble the handle of a jug—being all on one side." The facts and figures are approximately correct; and we shall endeavor in a future article to show why Canada is ready and willing to enter into a union the present benefits of which, we admit, are very much on one side.

On National Debts.

The national debt of the United States may now be written down at two and a half billion dollars, an amount the numerical magnitude of which the human mind can but very inadequately grasp. At the close of the rebellion, in the spring of 1865, it was three hundred millions greater, besides unadmitted war claims, amounting to upwards of \$800,000,000 more. The debt is something terrible to contemplate for a young republican people. But if the debt is large the nation has displayed a marvelous paying-off capacity. Within four years the whole of the floating debt of \$800,000,000, has been paid off, and the audited amount above given has been reduced to \$3,400,000,000. Secretary Boutwell has been making a speech recently at Philadelphia, in which he stated that under the present system of taxation the whole interest bearing debt can be paid off at the rate of one hundred millions yearly, and, therefore, extinguished in fourteen years. The result is, indeed, wonderful; but one cannot help asking, "Why wipe off that debt in so short a period as fourteen years?" Why not accord to future generations the privilege, the glory of having a hand in paying a debt thus incurred in the interest of posterity?" It is a very questionable policy for the United States to be in such haste in paying off the national debt. The present system of taxation, under which Secretary Boutwell asserts the debt can be extinguished in fourteen years is oppressive, and injurious to the best interests of the young nation. A hundred millions a year is a large tax for a population of less than forty millions; but it would be a light one for a population of one hundred millions. Why should the country cramp itself and dwarf its commerce and manufactures in order to be able to pay at the end of fourteen years that it is out of debt? This view of the subject is now being taken by the press of the United States. The San Francisco *Bulletin* thus concludes an article reviewing the whole financial question:—"The argument to be deduced from this is not, in our opinion, that the Nation should go on paying taxes at the same rate, and oppress itself for the purpose of extinguishing the whole debt in fourteen or sixteen years; but that we should lighten taxation and modify the tariff, and so stimulate the trade and industry of the country that almost equal revenues will result from a considerably lessened scale of excise and impost." This is unquestionably the correct view to take, and the very first care of Boutwell should be to fund the debt, which it is asserted Rothschild stands ready to do, at 4 per cent. Do this, spreading the payment over, say, one hundred years, or even fifty years, and the debt would scarcely be felt, while the grinding taxation under which almost every interest is suffering could be materially relaxed at once. Comparing small things with great, this principle applies with equal force in the case of our own little "national debt;" and if we did not feel certain that Confederation would afford early relief, we should again urge upon our government the duty of funding the debt of British Columbia.

New Advertisements.

HENRY McHUGH, Saanich,
OFFERS FOR SALEFifteen tons WHEAT,
GROWN ON HIS FARM, AND

2 1-2 tons Barley & Oats.

Enquire at his private Residence,
oc22 FISGUARD STREET

MECHANICS LITERARY INSTITUTE

THE FIRST ENTERTAINMENT OF
the season will be given on

Tuesday Evening next, Oct. 26th,

AT 8 O'CLOCK PRECISELY,

And will include Readings by HON. P. J. HANKIN
from "Twelve Copperfield" and "Mrs. Joseph Porter,"
and Vocal and Instrumental Music.
oc22 A. B. GRAY, Hon Sec.

COLLEGIATE SCHOOL

THE REV. THE PRINCIPAL OF THE
Collegiate School would feel obliged if parents and
guardians of the Pupils would kindly pay the monthly
fees to Mr. NORDIS, who is an authorised to receive the
same.
oc21

MUNICIPAL.

NOTICE IS HEREBY GIVEN THAT
the City Pound by law, 14 9", will come into
operation on Monday next, the 25th inst.
W. L. LEIGH, C. M. C.
City Council Chambers, Oct 19, 1869.

NOTICE.

PARTIES REQUIRING EARTH TO
level lots, fill ravines, &c., can be reasonably
supplied by applying immediately to
KILSWAN & STYLES,
at the site of the new French Hotel,
Government street,
oc21FOR PORTLAND DIRECT.
THE STEAMSHIPGEO. S. WRIGHT,
CAPT. N. S. ROGERS,
Will leave the Hudson Bay Co.'s Wharf on next FRI-
DAY MORNING, Oct 22, at 8 a.m.
Passengers are requested to book their names on
Thursday evening.
For Freight or Passage, apply
oc20 ON BOARD.

TO LOAN.

\$3,500 IN SUMS NOT LESS THAN
\$500, at low rates, on approved security
Apply to ROBERT BISHOP, Solicitor,
Bastion Street.
Or to TALLOP, Land Agent,
Government street.
oc19

New Advertisements.

HENRY NATHAN Jr & Co

OFFER FOR SALE:

EX. MEDORA

FROM LIVERPOOL,

And other recent Arrivals

Liverpool Salt.

Coarse and Fine, in 100 lb bags

Blankets

2 1-2 point, Blue and Black

9-4 10-4 White and Red

Ticking

Blue Cottons

Horrickses' Long Cloth

American Drilling

Grey Calicoes

Shawls

SAXONY, Tasmania, Trimmed,
Queensland, &c.

Tartan Plaids

Winsseys

Lustres

Delaine

Alpacas

Poplins

French Merino

Plaids

Gingham

Chintz

Prints

Muslins

Embd. French Merino Dresses

Skirts, Balmoral, Mohair, Winsey, Rep.
white, &c.

Linings

Jackets, Black Cloth, Plush, &c.

Velvet

Irish Linen

Hair Nets

Ribbons

Trimmings

Buttons, &c.

Table Oil Cloth

Oiled Silk

Tablecovers

Hickory, &c

Pants, Pilot, Tweed, Doe, Black Ribbed,
Moleskin, &c.

Vests, Black Cloth, Pilot, &c.

Inverness Capes

Boys' Suits

Baltic Shirts, Black & White

Checked and French Flanne

Flannel Shirts

Hickory & Serge do

Hats, Blk & Col Felt and plush

Cambric Handkerfs

Umbrellas

Black Silk Handkerfs

White Shirts

Swansdown do

Braces

Neckties

Scarfs

Velvet Vestings

Hosiery, &c

English Straw Paper

Cotton Seine Twine

Hemp & Sturgeon do

Shop Twine.

Seaming do

Barbour's Shoe Thread No. 10

Fish Lines

Wax Vestas

Sago

Tapioca

Ghollets Vegetables

Price's Candles

Sardines

Malt Vinegar

Pickles

Pigs, Currants

Raisins

French Preserves

Chain, 3-4 and 7-8

Grain Sacks

Sheet Lead

Shot ana Ball

Yellow Metal & Nails

Sal Soda

IN BOND & DUTY PAID.

Jamaica Rum 36 O P

Hennessey Bandy

Hollands Gin

Red and Green Case do

Hunt's Port 4 Diamond

Sherry, Duff Gordon

Old Tom

Bass' Pale Ale

Whisky

Orange Bitters, &c.

AND

A GENERAL ASSORTMENT OF

GROCERIES

Henry Nathan Jr. & Co.

Wharf Street,

Victoria, B.C.

oc12 d&w

oc10

THE BRITISH COLONIST.

Friday Morning, Oct. 22, 1869.

Shipping Intelligence.

PORT OF VICTORIA, BRITISH COLUMBIA.

ENTERED
Oct 21—Stmr G S Wright, Rogers, Nanaimo
CLEARED
Oct 21—Stmr G S Wright, Rogers, Astoria.

Auction Sales To-Day.

J P DAVIES & CO.....Wharf street.....will sell at 11 o'clock, at saleroom, Furniture, Cutlery, Glassware, Pipes, Picture Frames, &c.

Se Island Quarry—Annual Resource to be De-

On Tuesday Mr Stebbins, U. S. Government Superintendent of the new Mit building, Mr Emory, contractor, and Mr Dawes, local manager, sailed in the George S Wright, Capt. Rogers, for Nanaimo, to inspect the freestone quarry on Newcastle Island, lately leased by Mr Emory, the stone of which will be used in the construction of the new building. The night proved calm and bright, and the party had a very pleasant and quick run to Nanaimo. On the following morning, with Mr Bute of the Vancouver Coal Company and two quarrymen, they crossed in a boat to Newcastle Island, where lie the extensive quarries from which all the best stone used for building and monumental purposes in this colony has been obtained. Newcastle Island lies in Nanaimo harbor and is distant about $\frac{1}{2}$ miles in a N E direction from the town. It is some two miles in length by a quarter to half-a-mile in width. The freestone, which when cut and exposed to the air assumes a beautiful straw shade, rises, in places, in a solid wall from the water's edge to a height of 80 feet. The surface is quite thickly timbered, but not more than is necessary to furnish wood for the uses of men working the quarry. The party landed and the two men set to work to cut out a few blocks of the stone, while the others examined the great ledges critically. The result of the examination was that the stone was pronounced among the best on the continent for building purposes and the supply inexhaustible. The anchorage is excellent and large vessels may be close inshore and take in cargoes. Protection Island, lying south of Newcastle Island, presents the same characteristics, but its natural facilities for shipping are not so great. An extensive bed of limestone exists near the quarry. The visitors next regained their boat and rowed along the shore for a short distance to the Newcastle. These Exhibitions are to be on a comparatively limited scale, and exhibitors are, consequently, cautioned against sending more than one specimen of each object.

SERIOUS.—On Wednesday evening a party of 16 sailors belonging to H. M. S. Charibdis, in charge of a midshipman, were sent round to the gas works in a launch for some coke. They started back for the ships about 5 o'clock on the same evening and when outside the harbor, twelve of the sailors mutinied and overpowered the midshipman, an engineer of the Charibdis, and four of the sailors, bound them and towed to Port Dungeness, Washington Territory, where they deserted the launch. The midshipman, the engineer and the four faithful seamen rowed the launch into Esquimalt last evening.

THE EXHIBITION, 1871.—It appears that the next of these Industrial Exhibitions, so wisely and well inaugurated by 'Albert the Good,' is to be held at London in 1871. Lieut.-Col. Scott, R. E., has, on the part of Her Majesty's Commissioners, addressed a letter to the Under Secretary for the Colonies, for the purpose of affording information about the first of a series of Industrial Exhibitions which are to be held in London. These Exhibitions are to be on a comparatively limited scale, and exhibitors are, consequently, cautioned against sending more than one specimen of each object.

POLICE COURT.—A case of a serious nature occupied the attention of the Police Magistrate yesterday morning. A man named James Corsey was arrested by Inspector Bowden and Officer McMillan on a charge of having broken into the store of Mr John Gerrison, Humboldt street, and stealing a quantity of goods, of the value of \$30. Inspector Bowden asked for a remand in order that an opportunity might be afforded to build up further evidence. The prisoner was accordingly remanded for three days.

IMPORTANT IF TRUE.—It was rumored on the streets yesterday that the Spring Ridge water supply had given out utterly, and that the city depends entirely upon what can be obtained from wells and small springs. If this be so, it is a most serious matter, and one which demands immediate attention.

ERRATUM.—In the list of collectors for the restoration of Christ Church Cathedral, which appeared in our columns yesterday, for 'Mr. King' read 'Mr. King.'

H M S CAMELEON sails at 6 o'clock this morning for the Sandwich Islands.

THE LATE GUNBOAT FORWARD sails at noon to-day for San Francisco.

LYTTON SCHOOL.—Mr. Curtis has been appointed teacher of the Lytton School.

ANOTHER ECCENTRIC ENGLISHMAN ON HIS TRAVELS.

Some time ago, says the London *Daily News*, we heard of an Englishman who made a bet that he would walk the way to India and who asked some Consul on the shores of the Black Sea for instructions as to the best road to take. A few days afterwards the Consul was beset by another Englishman bent on the same errand and eager for similar information. This was the man who took the first traveler's wager, and who was now in the track of his adversary to see that he strictly fulfilled the terms of his engagement. Now we have the story of an original Englishman who has just traversed the Grand Duchy of Hesse-Darmstadt, on his road to Egypt to witness the inauguration of the Bay City the path of commercial supremacy. Read the following admission which we clip from a late San Francisco paper:—"That a great and flourishing city will at no early day be built at some point on Poget Sound is beyond doubt. All who have visited the Sound and observed its strictly local facilities for the establishment of a great shipping and ship-building port unite in testifying to the same effect. And considering the advantages for commerce across the continent by the Northern Pacific Railroad, it cannot be questioned that San Francisco is in danger of speedily losing precedence as the most important port on this North Pacific Coast, unless the available steps be at once taken to centralize a large railroad interest here, which will, by the establishment of cheap fares and freight, gather the great part of the trade of California, Oregon and Nevada to this city."

IMPORTANT ARRANGEMENT.—The fire limits of the city have been defined and wards established, for the better regulation of the Fire Department. A map prepared by Mr Frank Sylvester, Secretary to the Department, shows the limits and the ward boundaries; so that in case of fire in the future the number of the ward in which it occurs will be struck on the bells, and the firemen and others will thus know at once where to go. This is a decided improvement, and will prevent much confusion and loss of time.

THE WRECK OF THE DEL NORTE.—The masts of this steamer still appear above water in Porcher's Pass, and it is estimated that it would require but a small outlay to raise the hull. As it was abandoned by the owners, some enterprising parties wish the means ought to raise the wreck and run her as a colonial steamer. It was just a year on the 19th inst. since the Del Norte sank.

FROM NANAIMO.—The st. G. S. Wright, Cap. Rogers, returned from Nanaimo at 12:30 on Wednesday night. The Wright has a full cargo of coal for the Portland Gas Company and will sail for that place at 8 o'clock this morning.

COFFEE SHAVING.—Fred. Payne, Tongoria Artist, Johnson Street above Miner's Saloon, Shaving 12½ cents; Hair Cutting, 25 cents.

BUY IT AND TRY IT.—Russell's celebrated coffee. The best on the Coast. Warranted pure and healthful beverage.

By Electric Telegraph.

SPECIAL TO THE DAILY BRITISH COLONIST.

LAST NIGHT'S DISPATCHES.

RUMORS OF GREAT FAILURES AT SAN FRANCISCO.

SAN FRANCISCO, OCT. 19.—First rain of the season commenced last night. Owing to the storm interrupting the working of the telegraph no Eastern dispatches were received to-day.

SAN FRANCISCO, OCT. 20.—Rear Admiral Craven is to be relieved of his command on Mare Island Navy-yard on January 1st and will be assigned to duty as Port Admiral of this City.

CORONADO, JOHN B. Goldsboro will succeed Admiral Craven at Mare Island.

The America arrived from Hongkong to-day, bringing 750 Chinamen.

RUMORS OF HEAVY FAILURES TO-DAY ARE CIRCULATED AROUND TOWN. ONE OF THE LEADING MEMBERS OF THE STOCK EXCHANGE IS SAID TO HAVE FAILED FOR THREE MILLIONS; ANOTHER FOR ONE MILLION THREE HUNDRED THOUSAND. OTHERS FOR SIMILAR SUMS.

THE STEAMER JOHN L. STEPHENS, SEIZED SOME TIME AGO FOR ALLEGED INFRACTION OF THE REVENUE LAWS, WAS RELEASED.

THE STAR SIERRA NEVADA, WHICH LEFT HERE ON THE 17TH FOR SOUTHERN PORTS, WHEN ENVELOPED IN A FOG OFF PEDRO BLANCO, RAN ON A REEF AND BECAME A TOTAL WRECK. EVERY PART OF HER CARGO WAS LOST. HUGHES, THE SECOND OFFICER, SWAM ASHORE WITH A LINE, BY MEANS OF WHICH ALL ON BOARD WERE SAVED.

THE ELECTION TO-DAY PASSED OFF QUIETLY WITH VERY LIGHT VOTE. THE CITY WILL PROBABLY GO DEMOCRATIC.

NEW YORK QUOTATIONS, OCT. 19TH.—GOLD OPENED AT 130½ AND CLOSED AT 130; TO-DAY, GOLD OPENED AND CLOSED AT 130.

SAILED, OCT. 18.—SMR CONSTANTINE FOR PORT TOWNSEND, SMR PETALUMA FOR KODIAK.

WHEAT—FAIR DEMAND, SALES INCLUDE 550 SKME MEDUM CILLING \$1 35, 1400 SKME GOOD CILLING \$1 50, 700 SKME COMMON AND 1000 SKME EAST \$1 30; EXTREMES OF MARKET \$1 25.

BARLEY—PRICES RANGE FROM 77½ TO 97½; 1200 SKME SELL 80cts, 1000 SKME BREWING 90cts.

OATS—LIGHT, \$1; CHOICE HEAVY, \$1 30; CHOICE COALS, \$1 35.

ARRIVED—BRITISH SHIP GILROY, 188 DAYS FROM NEWCASTLE; BRITISH SHIP SWORDFISH, 190 DAYS FROM LIVERPOOL.

CANADA.

MONTREAL, OCT. 18.—THE GREATEST CATHOLIC PROCESSION EVER WITNESSED IN MONTREAL OCCURRED YESTERDAY, THE OCCASION BEING THE TRANSFER OF THE RELICS OF ST. LEON FROM BOISSY COURSE TO THE BISHOP'S PALACE. OVER THIRTY THOUSAND PEOPLE JOINED IN THE PROCESSION.

EASTERN STATES.

CINCINNATI, 18.—THE RED STOCKINGS BEAT THE ATHLETES TO-DAY, 17 TO 12; THE BEST CONTEST GAME EVER PLAYED IN CINCINNATI.

NAPOLÉON'S ILLNESS.

A PARIS CORRESPONDENT WRITES, UNDER DATE OF SEPTEMBER 3RD AS FOLLOWS:

"His illness began with rheumatism, which visits him at this season of the year—unfortunately it attacked the bladder and dependent organs, and was attended with intermittent fever, each attack of which lasted two hours. As soon as Dr. Corvisart saw the Emperor was seriously ill he summoned Dr. Nelaton, because the Emperor feels more confidence in him than in anybody else. Dr. Nelaton, however, has repeatedly told the Emperor that he was incapable of attending as a physician—for all his studies and practice have been directed to a surgeon's duties. Therefore Dr. Nelaton commonly takes Dr. Faavel with him. General Fleury, seeing the Emperor seriously ill, asked permission to send for his physician, Dr. Ricord, in whom hees unbonded confidence. These four physicians met twice a day in consultation, at 7 o'clock a.m. and 9 o'clock p.m. The press wrote to the Duke de Persigny to appeal to the physicians, and got them to give their written opinion whether the Empress might safely go to Corsica, or whether she should return at once to Paris. Duke de Persigny assembled the physicians in a room in the Palace of St. Cloud, where Marshal Vaillant, Marshal Canrobert, General Fleury and one or two other intimate friends of the Emperor had met. Dr. Ricord at once declared he could not—he would not take upon himself in the present illness of the Emperor to advise the Empress to quit France, taking the Imperial Prince with her. Marshals Vaillant and Canrobert were of this opinion. Dr. Nelaton replied: 'What are you thinking of, my dear Ricord? Do you find the Emperor's condition alarming, or even disquieting?' 'No.' 'Do you apprehend any accident?' 'No.' 'Well, then, how can you advise the Empress should be called back?' Do you not know the disastrous effect of her unexpected return? Trade would receive a terrible blow which would ruin hundreds of people. Consternation would reign abroad as well as in France. Besides, what would be the effect upon the Emperor should he see the Empress suddenly return, abandoning a voyage for which so many preparations had been made, and which had been announced everywhere?' Dr. Ricord replied: 'But suppose a pulmonary pleurisy should supervene, for it is possible?' ... Nelaton answered: 'Yes, everything is possible. You may fall dead of apoplexy in leaving this room—that is possible, but not probable. We may marry our daughters—it is possible they may die in childhood—it is not very probable.' As Drs. Corvisart and Faavel took the same view Dr. Nelaton expressed, Dr. Ricord withdrew his opposition, and a telegram was sent to the Empress advising her to proceed to Corsica.

SOLOMON HEK, XII, 26:

"WHIS VOICE THEN SHOOK THE EARTH, BUT NOW HE HATH PROMISED, SAYING: YET ONCE MORE I SHAKE NOT THE EARTH ONLY, BUT ALSO HEAVEN."

"THESE EVENTS BRING US TO THE TIME: WE MAY LOOK FOR THEM EVERY HOUR.

YOURS LOOKING FOR THE COMING ONE.

J. K. BELLOWS.

LONDON HOUSE.—'Rich and rare' are the dry and military goods now being opened at this well known establishment. The goods were selected from the choicest manufacturers of Great Britain and France, and came by last express. The stock is now one of the most extensive and best assort'd on the coast. The firm have advices from their London partners that in order to send out the latest fashions for winter they are buying especially for them novelties in furs, mantles and military, very choice seal jackets, etc. These goods will arrive next steamer. Their winter stock of Alexander gloves are also being made to their order in Paris.

MUSIC.—The undersigned informs the public in general that he is the only teacher of the pianoforte who combines Thorough-bass and Composition with his instruction in music and singing, and is also the most experienced and legitimate Tuner of Pianofortes in the Colony. Terms—Pianoforte and Singing \$6 per month. Pianofortes tuned and repaired \$100 and upwards. Music provided for balls, evening parties and dances.—DICKY PALMER, Kane street, or at T N HIBBERD & CO'S BOOK STORE, Government street.—Mrs Palmer instructs beginners on the piano at \$300 per month.

FALL FASHIONS FOR 1869.—JUST RECEIVED AT VICTORIA HOUSE, BY EXPRESS. THE LATEST STYLE OF FUR SETS, SEAL SKIN AND VELVET MANTLES, HATS AND BOONETS, FLOWERS AND FEATHERS, LACES, RIBBONS, TRIMMINGS, SATINS, SILKS, POPLINES, LINNEYS, SERGE, CAMBRIC, FRENCH MERINO, EMPRESS CLOTH, PLAIDS, WATERPROOF TWEEZ, DANISH CRAP, BARBERS LACE AND DAMASK CURTAINS, BROCANTE AND WOOLEN SHAWLS, CORSETS AND A LARGE ASSORTMENT OF HABERDASHERY, HOSIERY, AND UNDERWEARING.

WILLIAM DENNY, MANAGER.

COLONIAL CONNECTION.—We suppose that few persons would deny that it would be rash and something more to throw away the magnificent Colonial Empire which the capital of England has built up, with the puerile impulse that governs a child when it is tired of a toy, or when the sounds it gives forth cease to please it. Still there may be such law. They will be found among those cosmopolitan fanatics who have proposed and still maintain that we ought to give back the whole of our territories by conquest, to the original proprietors, and what object to the nomenclature of Waterloo bridge and Trafalgar square. There may be such people, and they may call themselves philosophers. But if they who think or affect to think that when reduced to the dimensions of the two Islands from which this large colonial population has originally issued, Great Britain would still hold the position among the nations which she now does, bad considered or digested history as well as read it, they would be aware that the world has not yet presented an instance of a nation with a small territory being a stable and enduring power.—LONDON TIMES.

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